

Public Meeting March 12, 2013

Penns and Brush Valleys Rail Trail Feasibility Study

The following written comments were submitted by the general public and landowners at the Public Meeting held at the Old Gregg School in Spring Mills, March 12, 2013.

GENERAL COMMENTS

Great work. I support you and want the trail for safe recreation. I own 27 acres and if you need to pass south of Rt. 45 in Harris Township we are or could be interested. We do have an ag conservation easement on our land.

Not interested.

I support the project. It is my belief that any efforts to unite a community are worthwhile. Chances are I will not be around to see this project finished but it still sounds like a good idea!

Strongly in favor of rail trail as long as possible with connection to as many other facilities. Less than 10 miles is not worth traveling to. Willing to help develop trail bed.

Very interested in learning more! Thank you!

Great idea and beginning. I believe any length of a trail would be of benefit to any and all the communities involved. Please be sure to keep progress and information in the "public realm". Thank you.

Thanks for having the energy to try this idea "out for size". I would very much enjoy it. Riding a bike is a real challenge in Penns Valley.

I really hope this project is able to go through. I think it would be a great place to walk and ride bikes, without having to worry about getting run over by cars.

At the second community meeting it was stated that the trail would most likely be used by primarily local residents. I have my doubts. Is there a way to study use/ impact of use by nonresidents? (Experience of other trails?)

I am a landowner. No rails to trails.

I fully support the full 27 mile rail trail. It'd be super neat to bike from Lemont to Coburn.

I would love to see this become a destination for outdoor recreation similar to Pine Creek Trail. I go there & I spend money there and see what it has done for businesses in the area. I also would like to see it benefiting and used by people in the community like the Mifflinburg Trail.

Traveled many rail trails in PA. Would love to see one in Centre County!

I think that the rail trail would be an excellent resource for our community. I think that it will provide economic as well as a aesthetic benefit. I will support the project anyway I am able!

Strongly support the rail trail. Would like to help.

Not interested on my land.

... is president of the Homeowners Association of the American Legion. Feel free to contact. We are excited about the possibility of this happening.

This is a great idea for the valley! I am excited and optimistic for the outdoor opportunities our growing family of five may get to experience through this project.

Great communities build great trails. Great trails build great communities!

I'm in the progress of moving from Butler PA to State College area. I was the vice president of the Butler -Freeport community trail for many years.

...Clearwater easement manager, and I have and will speak about trails through the Rhoneymede property... I've read over the easement and don't even believe trails to be not permissible.

Sounds like one long green park! Great idea.

Anything I can do, let me know. Thanks.

Thanks for the thorough work.

In favor.

We are a bicycle family and would do whatever we could to facilitate, organize, and make a rail trail a reality. I really like the idea of safe routes to school.

I am pleased with the rail trail study. The meeting was handled well. It will be a challenge! And

As often as possible, we reinvest in this community through donations and fundraising for PVCA. This project would bolster our regional recreation economy and may eventually help us to realize our dream of operating closer to or in Penns Valley - which we hoped would allow us to do even more in an area we cherish and promote.

1. As a bicyclist, 27 miles sounds wonderful. Anything less than 10 continuous miles is hardly worth getting the bike out. 2. Places to buy lunch or ice cream along routes are much appreciated.

Firstly, I have been hoping for a rails to trails in Penns Valley for as long as I can remember. Especially in recent months now that access to the old railroad bed past the Coburn tunnel is marked "no trespassing" and not accessible. Secondly, I wish the railroad still existed and passenger rail was as viable as it once was. The historical notion of a Rails-to-Trails program is so worthwhile. (Sorry that sounded weird). Lastly, my life dream, (one of anyway), is to see a Penns Valley Rail to Trails be realized

and a wonderful addition to this amazing beautiful valley!! I urge anyone who is opposed to the Rails-to-Trails to go to Pine Creek Rails to Trails and see how beautiful it is.

What are the options if you get the ok by all parties for say a 10 mile section except for a piece in the middle? Two shorter paths? Go around? Need a minimum length, so this 10 mile section would not be included?

Opportunities

I especially would like this project to involve youth programs such as Scouts, 4H, Penns Valley environmental groups, FFA. As noted, this is a long term project; the more we involve our youth and train them as stewards, the more noble the project will be and will continue to be.

There is great opportunity for groups like Girl Scouts, church, to help clean and build, create community.

Vision

Penns Valley has had the distinct privilege of maintaining a clean pristine natural environment while neighboring acres go to "concrete". Development is inevitable, so it would be great to have as many green spaces created before this happens, while also adding to our wide variety of outdoor recreational activities.

ROW Owner/Adjoiner Comment

Not interested in any part of the rail and trail. They are supposed to be putting a park in. Let the people exercise there.

COMMENTS RELATED TO SPECIFIC L AND T RIGHTS OF WAY SEGMENTS:

LEMONT TO OAK HALL: No comments.

OAK HALL TO GREGG STATION: ROW Owner/Adjoiner Comment

Do not want trail.

Don't need anybody walking on my land.

Willing to consider having the trail on our property.

GREGG STATION TO CENTRE HALL: No comments.

CENTRE HALL TO SPRING MILLS:

ROW Owner/Adjoiner Comment

The property of ... east of Centre Hall is not interested in a Rails-to-Trails.

Abut about 2000 feet plus or minus along south side next to ... property and not interested in exploring a rail trail on or adjacent to our property.

The right-of-way would come down our drive and within 15 feet of the front porch of the home we are building; we not we cannot give up our privacy. I respect the project, and would support it; in fact might be interested in donating time or work, but not in my front yard.

Live at westernmost residential property in town ... do not own railroad rights, but my property adjoins the rr bed. My wife and I would be very happy to see the section utilized as a rail trail.

No rail trail.

New property owner in Spring Mills along Sinking Creek ... and we're not interested in a trail.

Vision:

Please contact me. I would like to be a part of this planning to see the project thrive. We live right up against the old rail bed on the Long Street Extension. The railbed starts where our backyard ends. My husband and I moved into the area over year ago and see a lot of potential for Spring Mills. We hope that the rail trail can boost the local economy, open up shops that once existed, and bring a greater desire to live in our community. I would love to be a part of this planning and want to see it thrive. Please contact me.

For public acceptance now, and for development of the rail trail later, emphasize history and ecology. History: emphasize local history, how people lived with and used the railway; as riders, as railway workers, to spot and put out fires started by sparks, or landowners near the railbed. Analogy to Erie Canal in New York. 2. Environment/ ecology. Emphasize impact of railway on negative change, deforestation, seed transfer by train wheels, etc railway ecology.

General Comment:

Am very in favor of rail trail. However as a resident of Spring Mills I would hate for this to end up being a Lemont- Oak Hall centric project. I feel that the most opportunities business and economic development would be in the Spring Mills area. Therefore, I think investment in the rail trail around the Spring Mills area might provide the most bang for the buck.

Challenges:

Equestrian trail surface not paved, farm animal Bio Security/ Health issues.

Opportunities:

Does easement transfer or reduce the landowner's tax on the land?

SPRING MILLS TO COBURN:

Do not want the trail on our property.

I am not for this!

The right-of-way goes through our front yard right in front of our house. I do not want the trail crossing our property.

Not interested.

No way.

I am a landowner who wishes for my land to remain private. Thank you.

Not interested.

Not interested! No thanks!

Vision:

I like the idea.

Hope to be able to use for horseback riding. I've ridden Coburn to Ingleby and the bridge (demolished) over the years. After January 2014 I'll be available to help out – Spring Mills to Coburn and beyond. Might the Coburn feed mill provide at least occasional opportunity for horse trailer parking?

COBURN TO THE COUNTY LINE:**ROW Owner/Adjoiner Comment**

Own two pieces above and below Coburn Station...Mmay be interested in exploring a rail trail on our property.

This is potentially a huge draw. The infrastructure isn't there. In a word where will these people park? We own 100 plus acres: the right-of-way goes through it.

My main concern is parking at the tunnel – our family property, and the thought of fences put on our property is not acceptable to us. We do not want to lose the right to control who should be asked to leave if disrespecting property.

Opportunities:

Would like to see the whole route happen. Can go around the bend between the bridge out below Ingleby to the second tunnel at Poe Paddy as the racers did, instead of rebuilding bridge. Not easy, but older disabled fishermen would love this to get to this section. Environmentally destructive though, particularly for a wide easy riding bike trail. I suggest a website for comment, also. A message forum would be ideal for conversation in, and producing print. If needing alternate routes around “no” landowners, state forest land offers routes. Paradox: public acquisition of forest resulted in loss of public access. Gates, cables installed at the entrance of Rupp Hollow, Lick Hollow and others. State could reverse this.

General Comment:

Can the tunnel be made safe enough to use?

I would be most interested in equestrian use. I’ve ridden in the Ingleby the Penns Creek stretch, also Coburn to Ingleby.